

Camp Lick Project

Roads Report

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For:

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Malheur National Forest

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Introduction

This report describes the existing condition and effects of the proposed action on access and travel management of National Forest System roads in the Camp Lick planning area. Road maintenance, temporary road construction, re-opening closed roads, road closures, and decommissioning are the proposed activities that would potentially affect access and travel management and maintenance. The agency's top priority is to provide a road system that is responsive to public needs, safe and environmentally sound, and affordable and efficient to manage.

The primary access to the Camp Lick planning area is County road 18 to the south and County road 20 on the north end. Other main access roads are Forest Service roads (FSR) 3600, 3620, 3640, 3645, 3650, 3660, 3670, 3675, 3690, and 2045, which are all either maintenance level (ML) 2 or ML 3 roads with an aggregate or improved surface. These roads are considered part of the primary road system and are shown in Appendix A in the Malheur National Forest Roads Analysis dated March 2005 as part of the Minimum Road System (MRS). Project level roads analysis strives to meet long-range road density goals established in the Malheur Forest Plan by identifying opportunities to reduce both open road densities and total road densities, while balancing needs for public and administrative access. Efforts focus on reducing the amount of funding needed for road maintenance, reducing road related impacts to fish and wildlife, and reducing the spread of non-native invasive plants.

Regulatory Framework

Malheur Forest Plan

The following Malheur Forest Plan goals and standards provide the desired conditions for the transportation network on the Malheur National Forest.

- To maintain roads and trails to the minimum level required to meet integrated land management objectives; and minimize tie-through roads (USDA Forest Service 1990, Forest-wide standard 157, page IV-42).
- To limit the disturbance to big game, the open road density in big game summer range will be 3.2 miles per square mile by 1999 (USDA Forest Service 1990, Forest-wide standard 33, page IV-29).
- To limit disturbance to big game, the road density in big game winter range will be 2.2 miles per square mile by 1999 (USDA Forest Service, Standard 24, MA-4A, page IV-22).
- Overall desired condition in the Malheur Forest Plan is 1.5 miles per square mile in summer range and 1.0 miles per square mile in winter range (USDA Forest Service 1990, Desired Future Condition, fish and wildlife, page IV-6).

Federal Law

1. National Forest Roads and Trails Act of October 13, 1964, as amended (16 U.S.C. 532-538). Authorizes road and trail systems for the national forests. Authorizes granting of easements across NFS lands, construction and financing of maximum economy roads (FSM 7705), and imposition of requirements on road users for maintaining and reconstructing roads, including cooperative deposits for that work.

2. Highway Safety Act of 1966 (23 U.S.C. 402). Authorizes state and local governments and participating federal agencies to identify and survey accident locations; to design, construct, and maintain roads in accordance with safety standards; to apply sound traffic control principles and standards; and to promote pedestrian safety.
3. Surface Transportation Assistance Act of 1978, as amended (23 U.S.C. 101a, 201-205). Supersedes the Forest Highway Act of 1958. Authorizes appropriations for forest highways and public lands highways. Establishes criteria for forest highways; defines forest roads, forest development roads, and forest development trails (referred to as “NFS roads” and “NFS trails” in Forest Service regulations and directives); and limits the size of projects performed by Forest Service employees on forest roads. Establishes the Federal Lands Highway Program.
4. National Forest Management Act. The National Forest Management Act requires projects to be consistent with the Forest Land and Resource Management Plan and to make the following findings [16 U.S.C. 1604 (g)(3)(E)]:
 - A. Soil, slope, or other watershed conditions will not be irreversibly damaged;
 - B. Protection is provided for streams, streambanks, shorelines, lakes, wetlands and other bodies of water from detrimental changes in water temperatures, blockages of water courses, and deposits of sediment, where harvests are likely to seriously and adversely affect water conditions or fish habitat.

The Forest Service will comply with the National Best Management Practices for Water Quality Management on National Forest System Lands (USDA Forest Service 2012) and develop site-specific BMP prescriptions for the following practices, as appropriate or when required, using State BMPs, Forest Service regional guidance, land management plan direction, BMP monitoring information, and professional judgment.

1. Use applicable practices of BMP Plan-2 (Project Planning and Analysis) and BMP Plan-3 (Aquatic Management Zone [AMZ] Planning) when conducting travel management planning and analysis.
2. Use interdisciplinary coordination for travel planning and project-level transportation analysis, including engineers, hydrologists, soil scientists, and other resource specialists as needed, to balance protection of soil, water quality, and riparian resources with transportation and access needs.
3. Design the transportation system to meet long-term land management plan desired conditions, goals, and objectives for access, rather than to access individual sites.
4. Limit roads to the minimum practicable number, width, and total length consistent with the purpose of specific operations, local topography, geology, and climate to achieve land management plan desired conditions, goals, and objectives for access and water quality management.

Regulation

1. Travel Management (36 CFR Part 212, Subparts A, B, and C). Subpart A of these regulations establishes requirements for administration of the forest transportation system, including roads, trails, and airfields, and contains provisions for acquisition of

- rights-of-way. Subpart A also requires identification of the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands and use of a science-based roads analysis at the appropriate scale in determining the minimum road system. Subpart B describes the requirements for designating roads, trails, and areas for motor vehicle use and for identifying designated roads, trails, and areas on a motor vehicle use map (MVUM). Subpart C provides for regulation of use of over-snow vehicles on NFS roads, on NFS trails, and in areas on NFS lands.
2. Prohibitions (36 CFR Part 261, Subpart A). These regulations establish prohibitions on use of NFS lands, including prohibitions on possession and operation of motor vehicles on NFS roads, on NFS trails, and in areas on NFS lands.

Other Authorities

1. Executive Order 11644 (“Use of Off-Road Vehicles on the Public Lands”), dated February 8, 1972, as amended by Executive Order 11989, dated May 24, 1977. Provides for developing regulations governing use of off-road vehicles on federal lands to protect natural resources, promote public safety, and minimize conflicts among uses.
2. Forest Service Directives. Direction on travel analysis, travel management, and designation of roads, trails, and areas for motor vehicle use resides in this chapter, FSM 7710, and FSH 7709.55. Direction on management and maintenance of roads resides in FSM 7730 and FSH 7709.59
3. Memorandum of Understanding on Administration of the ERFO Program for Federal Roads off the Federal Aid System. Establishes procedures for the Federal Highway Administration and the Forest Service to administer funding for emergency relief for federally owned roads under the jurisdiction of the Forest Service (FSM 1535.12).
4. Memorandum of Understanding between the Forest Service and the Bureau of Land Management on Rights-of-Way and Road Use. Includes provisions for granting temporary and long-term rights-of-way between the agencies. Provides for a license agreement to be issued to timber and mineral purchasers of one agency using roads under the jurisdiction of another agency (FSM 1531.12f and 5465.1).
5. Memorandum of Understanding between the Forest Service and the Federal Highway Administration. Provides guidance on the applicability of 49 U.S.C. 303 and 23 U.S.C. 138 to National Forest Scenic Byways (FSM 1535.14). Memorandum of Understanding between the Forest Service and the Federal Highway Administration. Pursuant to section 1309 of the Transportation Equity Act for the 21st Century, provides guidance for a coordinated environmental review process between the two agencies to expedite federal highway and transit projects.

Resource, Elements, Indicators and Measures

The measurement indicators detailed in Table 1 are used for assessing the effects to the transportation system in the Camp Lick planning area.

Table 1. Resource indicators and measures for assessing effects to the transportation system

Resource element	Resource indicator	Measure	Source
Access and travel management	Roads open for public access	Miles of open road/closed road	Malheur National Forest Roads Analysis (USDA Forest Service 2005); Malheur National Forest, Forest-wide Travel Analysis (USDA Forest Service 2015)

Access and Travel Management

Affected Environment

Methodology

Each road in the planning area was field checked and the road condition was recorded to reflect existing conditions. Information sources for transportation analysis include the transportation geographic information system (GIS) records which house the spatial data for road locations. An inventory of road attributes for National Forest System (NFS) roads is maintained on the National Forest through the Infrastructure application (Infra) database. The data is clipped through a process performed by Region 6 Data Resources Management (DRM). (See reference: Clip INFRA Road data to a planning area). A complete list of road attributes and definitions of these attributes is located in the project record.

The Camp Lick interdisciplinary team reviewed each road in the planning area to provide recommendations on whether to open, close, or decommission that road based on the road's condition, the access it provides, and how the road is impacting forest resources. This determination was based on the guidelines included in Forest Level Roads Analysis (USDA Forest Service 2004) and the Forest-wide Travel Analysis (USDA Forest Service 2015). These analyses were designed to provide the decision-maker with the information needed to develop road systems that are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal adverse ecological effects on the land, and are more in balance with available funding for needed management actions.

Existing Conditions

In 1908, the Malheur National Forest was established and a slow but steady road-building program began. Most of these roads were established to facilitate fire protection and other administrative duties. A limited number of roads were constructed primarily to expedite recreational use of the Forest. By 1928 there were 383.5 miles of road on the Forest (Mosgrove 1980). This was sufficient, in theory, to allow firefighters to reach any fire reported on the Forest within one hour. The pace of road building increased in the 1930s through the 1980s as larger networks of roads were developed to support commercial timber harvest and, to a lesser extent, recreation on the Forest. By the late 1980s, over 8,000 miles of road existed on the Malheur National Forest (Malheur National Forest Plan 1990: Appendix I). Most roads on the Forest were originally constructed for commercial access purposes including grazing, timber, and mineral extraction. Other roads were developed to access administrative sites, private property, recreation facilities, trailheads, power line corridors, or for other administration purposes.

The transportation system associated with the Camp Lick Project consists of 459 roads in the planning area totaling 351 miles, under Forest Service jurisdiction. Approximately 3 road segments totaling 13 miles (approximately 4 percent), are ML 3 roads. Approximately 180 roads totaling 179 miles (approximately 50 percent), are ML 2 roads. Approximately 274 roads totaling

160 miles (approximately 46 percent), are ML 1 roads; these roads were closed to the public under previous NEPA decisions or administratively closed. The existing road density in the planning area is approximately 5.6 miles per square mile. Table 2 lists the current number and total mileage of roads, by maintenance level, in the Camp Lick planning area.

Table 2. Transportation system in the Camp Lick planning area

Maintenance level (ML)	Number of road segments	Miles of road
ML 1 – Closed	274	160
ML 2 – Open	180	179
ML 3 – Open	3	13
Total	459	351

Of the three road maintenance levels currently in use, all three levels apply within the Camp Lick planning area.

Closed Road – Maintenance Level 1

There are 160 miles of ML 1 roads shown as being closed in the Forest Service INFRA (infrastructure) database (Table 2). Most of these roads were closed by past NEPA decisions and administrative decisions as far back as 1990 and 1992. In the Camp Lick planning area there is an estimated (20 percent) of existing closed roads (ML 1) that are considered not effective closures and are open on the ground and being used because there is no physical closure, the existing closure (e.g., pole gate) has been damaged, or an earth berm has been breached not effectively closing the road to motorized traffic. When road closure efforts are not effective at eliminating motorized use, it results in detrimental resource impacts to wildlife habitat and security, soil and timber productivity, and water quality and an increase in need for maintenance and associated funding. These roads would be closed as specified in the past NEPA decisions, and closure could be implemented during this project or within the next 5 years depending on funding availability.

Maintenance level 1 roads have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are to “prohibit” and “eliminate” all traffic. The road is not open to traffic.

Roads receiving level 1 maintenance may be of any type, class, or construction standard and may be managed at any other maintenance level during the time they are open for traffic. While being maintained at level 1, the road is closed to vehicular traffic but may be available and suitable for non-motorized uses. Opening a closed road is normally considered maintenance.

The ML 1 roads in the Camp Lick planning area in the following condition state:

- A closed road may have a physical closure, such as an earth berm, pole gate, or be closed naturally by vegetation. These roads are effective closures.
- A closed road may also be closed with an earth berm or pole gate where the earth berm has been breached or a pole gate has been damaged. These are not effective closures and the roads are being used by the public.
- A closed road may have no physical closure or sign indicating the closure. These roads are also being used by the public.

Open Road – Maintenance Level 2

There are 179 miles of ML 2 roads shown as being open in the Forest Service INFRA (infrastructure) database (Table 2). The maintenance needs of local roads (ML 2) are often deferred because funds to maintain roads to standards are unavailable. The overall result is that most of the Forest road system is in a deteriorating condition; this is particularly true for many ML 2 roads that remain open despite receiving little maintenance. Most of the roads in the Camp Lick planning area would need to receive maintenance to meet current road maintenance objectives and classification standards. There are also (15 percent) of open roads that are physically closed on the ground by natural vegetation overgrowth or no sign of design roadway due to no use.

Maintenance level 2 is assigned to roads open for high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Route markers and regulation signs are in place and useable. The road is open to traffic.

The ML 2 roads in the Camp Lick planning area are in either in fair or poor condition as described below:

- Fair condition of the roadbed would have an aggregate, improved, or native surface with good drainage features.
- Poor condition of the roadbed would mean there are not enough drainage features and major rutting of the roadway is present. Drainage features such as cross drains and water bars are not always present or not functioning correctly, causing erosion rutting and damaging the road surface.
- Poor condition could also be physically closed on the ground by natural vegetation overgrowth or no sign of the designed roadway due to no public or administrative use.

Open Road – Maintenance Level 3

There are 13 miles of ML 3 roads shown as being opened in the Forest Service INFRA (infrastructure) database (Table 2). The maintenance needs of local roads (ML 3) are usually annual. Maintenance level 3 is assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed with single lanes and turnouts.

Surveys in the Camp Lick planning area have found ML 3 roads in the following condition state:

- Open, good to fair condition

Desired Condition

The Malheur Forest Plan goal for the transportation system is to plan, design, construct, and maintain a safe and economical transportation system providing efficient access for the movement of people and materials involved in the use and protection of the National Forest lands. Maintain roads to the minimum level necessary to meet resource objectives including, but not limited to, objectives for timber harvest and removal, big game habitat needs (including security needs), high quality recreation opportunities, and firewood cutting opportunities.

Forest Service Handbook (FSH) 7709.59 – Road Systems Operations and Maintenance Handbook also provides guidance for road system management and maintenance. Resource management

needs are largely based on land resource management plan direction, including management area prescriptions.

Environmental Consequences

Methodology

Effects to the transportation system are determined by the existing conditions of similar roads and the occurrence of past maintenance and management activities similar to those proposed for the project and the transportation specific assumptions noted below. Effects to individual roadways can vary depending on the maintenance level, site conditions, traffic volumes, and extraordinary events. Field verification was conducted to conclude the effects of areas under management similar to the proposed action are consistent with the findings of this report. The only proposed activities expected to have an effect on the transportation system are the road maintenance and proposed road system changes. Therefore, no other activities will be discussed in this analysis.

Spatial and Temporal Context for Effects Analysis

Spatial Boundary

The analysis area for considering the cumulative effects on the transportation system is defined by the planning area boundary. The existing road system within the planning area boundary consists of collector, local, and closed roads. The needed transportation system is primarily confined to the planning area boundary with little or no impact to, on, or from adjacent areas. Therefore the planning area boundary provides a suitable boundary for the analysis of cumulative effects related to the transportation system. In addition, there would be a small portion of the existing road system used for log haul that is outside the planning area boundary.

Temporal Boundary

The time period for measuring cumulative effects is 10 years forward to encompass the time needed to implement and realize the effects of the road actions completed for the project. The time period for measuring cumulative effects includes considerations for the restoration and vegetation of temporary roads and landings. In this report, past activities and events are included in the existing condition description. The current environmental conditions reflect the aggregate impact of all prior human actions and natural events that have affected the environment and might contribute to cumulative effects and are a proxy for the impacts of past actions.

The existing transportation system will facilitate the transportation needs for the project with maintenance and the road actions described under the proposed haul routes (Table 7). Past activities that contributed to the existing condition of the transportation system include timber harvest activities in the late 19th and early 20th century and reconstruction over the decades through additional timber harvest and plantation activities. The transportation system as it currently exists has not significantly changed in the past 20 years.

Past, Present, and Reasonably Foreseeable Activities Relevant to Cumulative Effects Analysis

Past, present, and foreseeable activities relevant to the cumulative effects analysis for the transportation system include use and maintenance of Forest system roads, which includes road blading, brushing, cleaning ditches, and cleaning culverts. There are also roads to be decommissioned inside the planning area that will be covered under the Aquatic Restoration

Decision. All activities listed in the Camp Lick FEA Appendix E – Past, Ongoing, and Reasonably Foreseeable Actions were considered in this analysis.

Comparison of Road Activities by Alternative

Several road-related activities are proposed in the planning area, including road maintenance, construction of temporary roads, road decommissioning, road closure, and closed roads to be opened (Table 3).

Table 3. Summary of proposed road activities and road system changes within the Camp Lick planning area

Activities	Alternative 1 (no action)	Alternative 2 (proposed action)
Road maintenance for haul	0 miles	312 miles ¹
Temporary roads	0 miles	10 miles
Closed roads to be temporarily opened for haul	0 miles	120 miles ²
Road decommissioning	0 miles	3.9 miles
Road closures	0 miles	26.3 miles
Closed roads to be opened	0 miles	3.8 miles

¹This number includes 23 miles of roads outside the planning area boundary.

²This number includes 7 miles of road outside the planning area boundary. Miles of closed road to be temporarily utilized for haul are included in the overall miles of road maintenance for haul.

Road Maintenance

Road maintenance on the Malheur National Forest is based on traffic use. With funds being far below what is necessary to keep the road system properly maintained, many roads do not get the maintenance treatments they need on schedule and are falling into a severe state of despair. Maintenance is focused on passenger car clearance roads.

All of the work needed on proposed haul routes inside and outside of the planning area is defined as maintenance under 36 CFR 212.1. There are several haul roads that are maintenance level (ML) 1 roads and currently closed that would be temporarily opened for haul. These roads would be reclosed upon completion of other project activities (e.g., silvicultural treatments).

Road Maintenance Activities

Forest roads used for thinning and product extraction would have road maintenance activities to varying degrees, dependent upon severity of road damage, erosion and sediment production, and designated maintenance level. Because the maintenance work would be commensurate with use, the amount actually accomplished would vary depending on existing road conditions, season of use, and other factors. The following work is included in the maintenance requirements for roads:

- Blade and shape road including existing drain dips and grade sags
- Constructing water bars/cross ditches
- Roadside brushing
- Removing danger trees
- Seeding
- Spot rocking in wet area of the roadway
- Snow removal
- Minor realigning of road junctions
- Culvert and catch basin cleaning

- Ditch cleaning
- Removing excess material from roadway
- Placing fill material for major rutting in the roadway
- Installation of minor drainage features
- Watering roadway for dust abatement

In addition, re-construction requirements would be used for roads requiring the following work:

- Major realignment or repair
- Constructing drain dips
- Construct and install wood pole or steel gate closure device
- Widening of roadbed to meet safety standards
- Culvert replacement
- Other work listed in haul route table

Under alternative 2, danger trees would be felled along haul roads. This would result in increased user safety during project activities as well as increased public safety on roads that are open to public access after activities are complete.

Temporary Roads

A temporary road is a short-term system road constructed and rehabilitated under the terms of the contract. If the road will be needed for future resource management subsequent to the contract termination day, it must be constructed as a specified road. Temporary roads are roads authorized by contract, permit, lease, or other written authorization or emergency operation not intended to be part of the forest transportation system and not necessary for long-term resource management. Temporary roads are not intended to be included as part of the forest transportation system, as they are managed by the projects or activities under which they are authorized and decommissioned at the conclusion of the authorized activity. Rehabilitating a temporary road would be considered a permanent closure. Soil compaction would be reduced where feasible and cut or fill slopes may be returned to natural contours.

Decommissioning Roads

Decommissioned roads are roads permanently closed by official actions and no longer on the transportation map. These roads would be permanently removed from the Forest transportation system, either because there is no reasonably foreseeable need for the road or because continued use of the road is not compatible with aquatic habitat protection needs. The goal is to establish a condition that will not require custodial maintenance in the future, through stabilization and restoration to a more natural state. Some road segments proposed for decommission may not require any ground disturbance because the existing condition of the road prism has begun to return to its natural vegetated state. Road segments that do not require on the ground action would be administratively removed from the transportation system.

Closing Roads

Closures are proposed when there is no short-term management need for the road and/or closing the road is needed to address other resource concerns or needs such as wildlife habitat protection and water quality. Roads that receive a closure status (ML1) are placed in long term storage for future use. Roads that are currently closed and roads that are proposed for closure may receive physical closure barriers such as wood pole gates, steel gates, earth berms, and rock berms. In order to keep closed roads in long term storage and hydrologically functioning drainage features may be added such as water bars and drain dips.

Alternative 1 – No Action

Direct and Indirect Effects

Open Road – Maintenance Level 2 and 3

Under the no action alternative, all existing open roads would remain open in their current condition. Access would be provided at existing levels; however, there would be no opportunity to close or decommission roads or to improve drainage by installing additional drainage dips, water bars, or cross ditches.

The no action alternative would leave total miles of open road unchanged. Road maintenance and motorized access would continue at current levels. This alternative has the least impact on current access but in the future access would be reduced due to funding for road maintenance being spread across a large road system.

Alternative 1 (no action) would not bring this area closer to meeting the standards and guidelines in the Malheur Forest Plan for road densities.

Closed Road – Maintenance Level 1

Under the no action alternative there would be no direct or indirect effect on closed roads and all existing closed roads would remain closed in their current condition. Miles of closed road would remain unchanged.

The continued environmental outcome of the no action alternative would be continued sediment delivery into streams at the current level or higher, and continued maintenance costs to the federal government to meet road maintenance standards. Alternative 1 would not provide opportunities to fund maintenance, and miles of deferred maintenance on the Forest would continue to grow in magnitude.

Cumulative Effects

The no action alternative would have no direct or indirect effects on the total miles of road within the Camp Lick planning area, therefore there would be no cumulative effects. However, approximately 15 miles of road decommissioning are expected to occur under the Aquatic Restoration Decision, therefore the total miles of road after effects from past, present, and foreseeable projects would be approximately 336 miles inside the planning area. Miles of open road would not be effected by reasonably foreseeable activities, as all roads authorized for decommissioning under the Aquatic Restoration Decision are currently ML 1. Miles of closed road would decrease from 160 miles to 145 miles.

Alternative 2 – Proposed Action

Direct and Indirect Effects

Open Road – Maintenance Level 2 and 3

Implementation of the proposed action would result in a temporary increase in miles of open road in and adjacent to the planning area during the periods when roads are being used for timber haul and project activities (e.g., silvicultural treatments). Approximately 10 miles of temporary roads would be constructed under this alternative. Temporary roads would be restored to ensure soil productivity is restored, the road has adequate drainage and ground cover to prevent erosion, the road is no longer drivable, and the road is not highly visible after approximately 5 years following

completion of project activities. The condition of haul routes would be improved by maintenance activities associated with timber harvest. Direct beneficial effects from the proposed action would include improved road drainage and surface conditions. Maintenance activities would have limited adverse effects on the use of roads, as roads would remain open during project activities. To bring the roads up to a standard needed for commercial haul, road maintenance activities are proposed on approximately 289 miles of road in alternative 2. In order to provide recreation and public access approximately 3.8 miles of road is proposed to be re-opened permanently in alternative 2. To provide resource protection, 26.3 miles of open road are proposed to be closed and 3.9 miles of open road are proposed for decommissioning. After project activities are complete, there would be approximately 165 miles of open road inside the planning area boundaries for motorized use by the public under this alternative.

Closed Road – Maintenance Level 1

Approximately 120 miles of closed roads would be temporarily re-opened for project activities including log haul under this alternative. Closed roads that are opened for project activities would be re-closed long-term with the same type of closure devices that were present before, using earthen berms or gates and roadway slash. There are approximately 26.3 miles of road proposed to be closed and 3.8 miles of closed road proposed to be re-opened under this alternative. These actions would decrease road density in the planning area, which would potentially help secure wildlife habitat and reduce the amount of sediment released into the streams. There would be approximately 182 miles of closed roads in the planning area following implementation under this alternative.

Silvicultural treatments, riparian and upland watershed restoration treatments, prescribed burning and unplanned ignitions, interpretive sign installation, and range fence construction would not directly impact the road system. However, these activities could indirectly impact road condition through use of the roads during implementation of the project activities.

Cumulative Effects

The cumulative effects of the proposed road maintenance, road closures, road re-opening, and road decommissioning combined with foreseeable annual road maintenance activities and road decommissioning under the Aquatic Restoration Decision would be fewer roads to maintain, less money needed for maintenance, and improved road conditions on open roads for all forest users.

There are currently 351 total miles of road in the Camp Lick planning area. The reasonably foreseeable decommissioning of approximately 15 miles of ML 1 roads under the Aquatic Restoration Decision, combined with the 3.9 miles of decommissioning proposed in the Camp Lick project, would result in an overall decrease in total road miles from 351 to approximately 331. Open road mileage would not be affected by the reasonably foreseeable future actions, but closed road mileage would decrease by an additional 15 miles to a total closed road mileage of 167 when combined with the proposed closers in the Camp Lick Project. Effects from road maintenance would be short-term where re-contouring, water barring, and culvert removal would occur.

Summary of Environmental Effects

Table 4 summarizes the miles of open and closed roads based on direct effects of alternatives in the Camp Lick planning area.

Table 4. Summary of resource indicators and measures by alternative

Resource indicator	Measure	Alternative 1	Alternative 2
Open road –maintenance level 2 and 3	Miles of open road	191	165
Closed road –maintenance level 1	Miles of closed road	160	182

Compliance with Forest Plan and Other Relevant Laws, Regulations, Policies and Plans

Alternatives 2 meets Malheur Forest Plan standards for road density and moves the planning area toward meeting the overall desired condition for road density in big game summer and winter range by the proposals of road closures and road decommissions.

Specific Malheur Forest Plan standards and desired future conditions are:

- To maintain roads and trails to the minimum level required to meet integrated land management objectives; and minimize tie-through roads (USDA Forest Service 1990, Forest-wide standard 157, page IV–42). The Camp Lick Project meets this Forest-wide standard by conducting a project-level assessment of the transportation system and identifying priorities for road systems changes, while balancing the multiple-use mandate of the Malheur National Forest.
- To limit the disturbance to big game, the open road density in big game summer range will be 3.2 miles per square mile by 1999 (USDA Forest Service 1990, Forest-wide standard 33, page IV–29). The Camp Lick Project meets the intent of this Forest-wide standard by conducting a project-level assessment of the transportation system and reducing the open road density in big game summer range through the proposal of road closures and decommissioning.
- To limit disturbance to big game, the road density in big game winter range will be 2.2 miles per square mile by 1999 (USDA Forest Service, Standard 24, MA-4A, page IV–22). The Camp Lick Project meets the intent of this Forest-wide standard by conducting a project-level assessment of the transportation system and reducing open road density in big game winter range through the proposal of road closures and decommissioning.
- Overall desired condition in the Malheur Forest Plan is 1.5 miles per square mile in summer range and 1.0 miles per square mile in winter range (USDA Forest Service 1990, Desired Future Condition, fish and wildlife, page IV–6). The Camp Lick Project meets the intent of this Forest-wide standard by conducting a project-level assessment of the transportation system and reducing road density through the decommissioning of 3.9 miles of road.

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Appendix A – Roads Proposed Actions

Road System Changes

The following road activities would occur to update the road system in the Camp Lick planning area. Table 5 captures the road system changes under alternative 2 for the Camp Lick planning area. There are no known RS2477 (right-of-way) claims for any roads proposed for access changes in the planning area.

Table 5. Alternative 2 road system changes

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
1800312	0.00	0.32	0.32	2	Close	The road is in an area that is a priority closure for elk habitat.
1800313	0.00	0.3	0.3	2	Close	The road is in an area that is a priority closure for elk habitat.
1800339	0.00	0.2	0.2	2	Close	The road is redundant to other roads that provide access in the area.
1800500	0.00	0.9	0.9	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.
1800533	0.00	1.69	1.69	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a priority closure for elk habitat.
3600105	0.00	0.11	0.11	2	Close	The road is located in Big-Game Winter Range (MA4A).
3600106	0.00	0.1	0.1	2	Close	The road is located in Big-Game Winter Range (MA4A).
3600145	0.00	0.22	0.22	2	Decommission	Due to deferred maintenance the road is starting to return to its natural state with

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
						vegetation overgrowth.
3600189	0.00	0.16	0.16	2	Close	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream. Close but don't decommission to provide access to approximately 40 acres of timber in the area.
3600189	0.16	0.93	0.77	2	Decommission	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream.
3600209	0.00	0.13	0.13	1	Decommission	This segment of road is failing in two locations. New construction required to connect this road to the road system.
3600239	0.00	0.38	0.38	2	Close	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream. Water quality issue.
3600396	0.00	0.24	0.24	2	Decommission	The road is a railroad grade, and is not an actual road. The road would be decommission after dispersed campsite.
3600534	0.00	1.25	1.25	2	Close	The road is located in Big-Game Winter Range (MA4A).
3600617	0.00	0.24	0.24	2	Decommission	The road crosses a meadow and is altering flow paths. Water quality issue.
3600619	0.00	0.13	0.13	2	Decommission	Due to deferred maintenance the road is starting to return to its natural

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
						state with vegetation overgrowth and is also redundant to another nearby road (FSR 3600551) that provides access to the area.
3600686	4.6	5.9	1.26	2	Close	The road is located in Big-Game Winter Range (MA4A).
3600703	0.00	3.8	3.8	1	Open	The road is open on the ground and shows signs of use. The state of the road is in good condition.
3600856	0.00	0.73	0.73	2	Close	The Road is located in Big-Game Winter Range (MA4A). The road would be closed beyond the dispersed campsite.
3600905	0.27	1.66	1.39	2	Close	The road is located in Big-Game Winter Range (MA4A) and travels through good quality summer elk forage. Propose to close portion of road west of junction with FSR 3600703 to maintain access to that road.
3600976	0.00	0.8	0.8	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a priority closure for elk habitat.
3620482	0.00	0.18	0.18	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
3620484	0.00	0.7	0.7	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.
3645158	0.00	0.42	0.42	2	Close	The road would be inaccessible and closed by default because it is located behind FSR 3645457 which is being proposed for closure.
3645457	0.00	0.69	0.69	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.
3645618	0.00	0.27	0.27	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a high quality summer elk forage area.
3650026	0.00	0.23	0.23	2	Close	The road is located in quality summer elk forage area.
3650027	0.00	0.12	0.12	2	Close	The road is located in quality summer elk forage area.
3650030	0.00	0.32	0.32	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a high priority closure for elk.
3650110	0.00	0.3	0.3	2	Close	There are no longer signs of a designed roadway. The road is also located in elk summer range.

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
3650122	0.00	0.51	0.51	2	Close	The road is located in Big-Game Winter Range (MA4A).
3650124	0.00	0.77	0.77	2	Close	The road is located in Big-Game Winter Range (MA4A) and summer elk range.
3650127	0.00	0.3	0.3	2	Close	The road is located in quality summer elk forage area.
3650142	0.00	0.25	0.25	2	Close	The road is located in Big-Game Winter Range (MA4A).
3650166	0.00	0.22	0.22	2	Close	The road is redundant to other roads that provide access in the area.
3650210	0.00	0.15	0.15	2	Close	The road is located in a priority closure area for elk.
3650225	0.00	0.27	0.27	2	Decommission	The road and stream are connected and the road has failed in 2 locations.
3650229	0.2	0.41	0.21	2	Decommission	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream. Water quality issue.
3650292	0.00	0.2	0.2	2	Decommission	There are no longer signs of a designed roadway.
3650328	0.00	0.38	0.38	2	Close	Priority closure for elk due to traversing several southeast facing ridges.
3650358	0.00	0.2	0.2	2	Close	This road segment is closed on the ground with culverts pulled. The road segment also would not be accessible due to proposed closure of FSR 3650360. The road is located in Big-Game

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
						Winter Range (MA4A).
3650360	1.19	3.94	2.75	2	Close	The road surface is eroding with gullies present. The road is also located in Big-Game Winter Range (MA4A) and is a priority closure for elk habitat.
3650362	0.00	0.17	0.17	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a priority closure for elk habitat. The road would be inaccessible by proposed FSR 3650360 road closure.
3650377	0.00	0.8	0.8	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.
3650395	0.00	0.12	0.12	2	Close	The road is located in Big-Game Winter Range (MA4A).
3650396	0.00	0.31	0.31	2	Close	The road is located in Big-Game Winter Range (MA4A).
3650397	0.00	0.07	0.07	2	Close	The Road is washed out and eroded with multiple gullies. High erosion area. The road is located in Big-Game Winter Range (MA4A). Close first segment to allow for future access, decommission the rest of road.
3650397	0.07	0.39	0.32	2	Decommission	The Road is washed out and eroded with

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
						multiple gullies. High erosion area. The road is located in Big-Game Winter Range (MA4A). Close first segment to allow for future access, decommission the rest of road.
3650428	1.40	2.0	0.6	2	Close	Propose to Close portion of road north of FSR 3650394 and stormproof rest of road, the first mile of road is already closed. The road surface is eroding; culvert washed out; 3 foot trees growing on roadbed. The road is also located in Big-Game Winter Range (MA4A).
3650430	0.00	0.56	0.56	2	Close	The road is located in Big-Game Winter Range (MA4A) and ends in an elk forage area.
3650625	0.00	1.67	1.67	2	Close	The road is located in Big-Game Winter Range (MA4A) and traverses ridges and high priority elk nursery and occupancy area.
3650690	0.00	0.52	0.52	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a priority closure for elk habitat.
3650699	0.00	0.38	0.38	2	Decommission	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream. Water quality issue. New construction above this road will be required to

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
						facilitate access to timbered ground up slope.
3650700	0.00	0.06	0.06	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use. The road is located in Big-Game Winter Range (MA4A).
3650712	0.00	0.33	0.33	2	Decommission	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream. The road is located in Big-Game Winter Range (MA4A).
3650715	0.00	0.41	0.41	2	Close	The road is located in Big-Game Winter Range (MA4A) and is a high priority closure for elk security and elk nursery.
3650716	0.00	0.09	0.09	2	Decommission	The road is located in a valley bottom causing fine sediment production. Water quality issue.
3650845	0.00	0.28	0.28	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.
3660020	0.00	0.36	0.36	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and

Road number	Beginning mile post	Ending mile post	Miles in planning area	Current maintenance level	Proposed change	Rationale for proposed change
						would be placed in long term storage for future use.
3660042	0.00	0.3	0.3	2	Close	Due to deferred maintenance the road is starting to return to its natural state with vegetation overgrowth and would be placed in long term storage for future use.
3660240	0.00	0.23	0.23	2	Close	The road is located in Big-Game Winter Range (MA4A).
3660565	0.00	0.53	0.53	2	Decommission	Propose to decommission portion of road between FSRs 3660630 to 3660 (parallels a stream, erosion issue)
3660565	0.53	1.591	1.06	2	Close	The road is in close proximity to the stream, and is at high risk for sediment delivery into stream. Water quality issue.
3660851	0.00	0.2	0.2	2	Close	The road is located in Big-Game Winter Range (MA4A).
New road number to be assigned after construction	0.00	0.41	0.41	2	New construction	New construction to provide access to area due to decommissioned segments of 3600189 and 3600209.
New road number to be assigned after construction	0.00	0.27	0.27	1	New construction	Relocate 3650699 from current location directly adjacent to stream to upper edge of RHCA.

¹Deferred maintenance is defined as "Maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for future period.

Confirmation of Past Administratively Closed Roads

Within the Camp Lick planning area, there are road segments identified in the road system database as closed by previous administrative actions. These road segments, identified as ML 1,

are included in this project so they can be documented as closed through the Camp Lick NEPA process. The existing conditions of these road segments were found to be in one or more of the following condition state: currently overgrown with natural vegetation; physically blocked with a gate or earthen berm; the road prism is no longer visible; or the road prism has no physical closure barrier present. The Interdisciplinary Team analyzed each road segment to determine its current use and future access need for the public and administration. Through this analysis, approximately 12.8 miles of road are proposed for closure and long-term storage for future use in alternative 2 and are listed in Table 6.

Table 6. Past administratively closed roads to be confirmed as closed under alternative 2

Road number	Beginning mile post	Ending mile post	Miles	Current and proposed maintenance level
2045871	0.00	0.18	0.18	1
3600506	0.00	0.19	0.19	1
3600559	0.00	0.10	0.10	1
3600568	0.00	0.78	0.78	1
3600602	0.00	0.47	0.47	1
3640064	0.00	0.55	0.55	1
3640067	0.00	0.20	0.20	1
3640130	0.00	0.40	0.40	1
3640461	0.00	0.09	0.09	1
3650107	0.00	1.05	1.05	1
3650108	0.00	0.42	0.42	1
3650125	0.00	0.45	0.45	1
3650141	0.00	0.28	0.28	1
3650227	0.00	0.38	0.38	1
3650228	0.00	0.61	0.61	1
3650282	0.00	0.06	0.06	1
3650359	0.00	0.16	0.16	1
3650429	0.00	0.30	0.30	1
3650477	0.00	0.33	0.33	1
3650481	0.00	1.37	1.37	1
3650482	0.00	0.17	0.17	1
3650483	0.00	0.59	0.59	1
3650484	0.00	0.14	0.14	1
3650709	0.00	0.37	0.37	1
3650710	0.00	0.22	0.22	1
3650713	0.00	0.59	0.59	1
3650840	0.00	0.38	0.38	1
3670347	0.00	0.48	0.48	1
3690238	0.00	1.44	1.44	1
3660450-Y	0.00	0.09	0.09	1

Haul Routes

The roads listed in Table 7 below is a full listing of proposed haul roads for the Camp Lick Project under alternative 2. In order to safely use these roads and reduce environmental impacts, these roads may receive maintenance and/or reconstruction during implementation of Camp Lick Project. In addition to haul routes within the planning area there are 23 miles of Forest Service haul routes identified outside of the planning area that will be needed to connect Forest Service roads to county roads.

Table 7. Alternative 2 haul routes

Road number	Haul miles	Current maintenance level	Surface type	Road notes
1800087	1.34	2	NAT	Maintain for haul. Reconstruct drain dips and clean culverts. Rock stream crossing.
1800091	0.65	1	NAT	Reconstruct drain dip and clean culverts. Stormproof with water bars and grass seed. Reconstruct fish crossing or remove. Rock stream crossing. Retain as closed after haul.
1800130	0.59	1	NAT	Maintain for haul. Stormproof and add water bars and grass seed. Reshape road in rill/gulley locations. Retain as closed after haul.
1800312	0.32	2	NAT	Stormproof, water bar, and grass seed.
1800313	0.30	2	NAT	Stormproof, water bar, and grass seed.
1800358	0.30	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
1800499	1.20	2	IMP	Stormproof and add drainage and water bars. Retain as closed after haul.
1800499	2.17	1	NAT	Stormproof and add drainage and water bars. Retain as closed after haul.
1800500	0.54	2	NAT	Maintain for haul.
1800533	1.69	2	NAT	Maintain for haul. Needs new sign.
1800550	0.40	1	NAT	Maintain for haul.
1800550	0.25	2	NAT	Maintain for haul.
1800637	0.37	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
1800754	0.70	2	AGG	Maintain for haul.
1800754	0.30	2	NAT	Maintain for haul.
1800755	0.99	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
1800765	1.93	1	IMP	Stormproof, remove fish barrier culvert, remove culverts, grass seed, and water bar. Retain as closed after haul.
1800771	1.35	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
1800772	0.23	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
1800785	2.04	2	AGG	Hand clean culverts and replace/repair 1 culvert. Rock stream crossing.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
1800799	1.71	1	NAT	Maintain for haul. Repair and clean culverts. Add rock to drainage dips. Retain as closed after haul.
1800833	0.27	1	NAT	Maintain for haul. No closure device.
1800867	0.45	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
2045000	1.51	2	AGG	Maintain for haul. Blade, brush, and drainage work.
2045070	0.69	1	IMP	Stormproof, grass seed, and water bars. Retain as closed after haul.
2045310	0.35	2	AGG	Maintain for haul. Rip rap is being undercut and install drain dip.
2045310	1.94	2	NAT	Maintain for haul. Rip rap is being undercut and install drain dip.
2045310	0.10	2	NAT	Maintain for haul. Rip rap is being undercut and install drain dip.
2045310	0.55	2	NAT	Maintain for haul. Rip rap is being undercut and install drain dip.
2045310	0.09	2	NAT	Maintain for haul. Rip rap is being undercut and install drain dip.
2045311	0.62	1	NAT	Stormproof, grass seed, and water bars. Retain as closed after haul.
2045323	1.63	1	NAT	Stormproof, grass seed, and water bars. Retain as closed after haul.
2045324	0.47	1	IMP	Maintain for haul. Stormproof and retain as closed after haul.
2045372	0.14	1	NAT	Stormproof, grass seed, and water bars. Retain as closed after haul.
2045871	0.18	1	NAT	Stormproof, grass seed, and water bars. Retain as closed after haul.
2045888	0.58	2	AGG	Maintain for haul. Reconstruct drain dips and add rock.
2045888	0.41	2	AGG	Maintain for haul. Reconstruct drain dips and add rock.
2045888	0.37	2	NAT	Maintain for haul. Reconstruct drain dips and add rock.
2045888	0.11	2	NAT	Maintain for haul. Reconstruct drain dips and add rock.
2045897	0.51	1	NAT	Stormproof, grass seed, and water bars. Retain as closed after haul.
3600000	7.32	3	AGG	Maintain for haul. Clean culverts. Additional spot rock needed where equipment is entering road in riparian treatments.
3600000	4.96	3	AGG	Maintain for haul. Clean culverts. Additional spot rock needed where equipment is entering road in riparian treatments.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3600000	0.41	3	AGG	Maintain for haul. Clean culverts. Additional spot rock needed where equipment is entering road in riparian treatments.
3600046	1.00	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600060	1.00	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600060	0.20	2	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600085	0.06	1	NAT	
3600104	0.40	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600105	0.11	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3600106	0.10	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3600138	2.87	1	NAT	Maintain for haul. Stormproof, grass seed, and water bars. Reconstruct water bar features. Repair and clean buried culvert. Rock category 1 stream crossing for haul. Retain as closed after haul.
3600140	0.89	1	NAT	Maintain for haul. Stormproof, grass seed, and water bars. Retain as closed after haul.
3600141	0.13	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600142	0.16	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600142	0.27	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600143	0.13	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600155	0.70	1	NAT	Rock 1 crossing. Decommission road after haul.
3600172	1.92	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600189	0.77	2	NAT	Maintain for haul. Decommission after haul.
3600189	0.16	2	NAT	Maintain for haul.
3600209	0.85	1	NAT	Fell large woody debris downstream of stream crossing culvert receiving haul. Decommission road after haul.
3600210	0.05	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600211	0.11	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600239	0.38	2	NAT	Maintain for haul. Reconstruct water bars and clean culverts. Stormproof, grass seed, and more water bars.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3600268	0.52	1	NAT	Maintain for haul.
3600395	0.12	1	NAT	Maintain for haul. Clean and repair failing culverts and add inboard ditch. Retain as closed after haul.
3600421	0.41	1	NAT	Fell large woody debris downstream of stream crossing culvert receiving haul. Decommission road after haul.
3600421	0.10	1	NAT	Fell large woody debris downstream of stream crossing culvert receiving haul. Decommission road after haul.
3600448	1.10	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600449	0.79	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600461	0.57	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600517	1.55	2	IMP	Maintain for haul. Rock 1 crossing.
3600517	0.65	2	AGG	Maintain for haul. Rock 1 crossing.
3600517	0.87	2	IMP	Maintain for haul. Rock 1 crossing.
3600534	1.25	2	NAT	Maintain for haul. Reconstruct water bars and drain dips, clean culvert, and blade riling areas.
3600546	0.33	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600551	0.12	2	NAT	Maintain for haul. Reconstruct drainage dips and water bars, clean culverts, blade/rock, and add drainage to rill/gulley sections.
3600551	2.07	2	AGG	Maintain for haul. Reconstruct drainage dips and water bars, clean culverts, blade/rock, and add drainage to rill/gulley sections.
3600551	0.64	2	NAT	Maintain for haul. Reconstruct drainage dips and water bars, clean culverts, blade/rock, and add drainage to rill/gulley sections.
3600552	0.56	2	NAT	Maintain for haul. Add drainage dips and blade moderate rill/gulley sections down road tracks.
3600553	0.38	2	NAT	Maintain for haul. Add drainage dips to road.
3600559	0.10	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600568	0.78	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600584	1.82	1	NAT	Stormproof, grass seed, water bar, and remove culverts on 5 perennial channels and 4 culverts on category 4 streams. Reconstruct many water bars and drain dips. Retain as closed after haul.
3600602	0.47	1	NAT	Maintain for haul. Stormproof, grass seed, water bar, and remove culverts. Fell large wood downstream. Retain as closed after haul.
3600685	0.57	1	NAT	Stormproof, grass seed, water bar, and remove culverts. Retain as closed after haul.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3600686	3.36	1	NAT	Stormproof, grass seed, and water bar.
3600686	1.26	2	IMP	Stormproof, grass seed, and water bar.
3600703	3.82	1	NAT	Maintain for haul.
3600756	1.21	1	NAT	Maintain for haul. Stormproof, grass seed, water bar, and remove culverts. Retain as closed after haul.
3600789	0.76	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3600823	1.31	1	NAT	Maintain for haul. Reconstruct failing culvert and remove culvert when storm proofing road. Stormproof, grass seed, and water bar. Retain as closed after haul.
3600840	0.43	1	NAT	Maintain for haul. Rock 100 feet up closed road. Decommission road after haul.
3600856	0.73	2	NAT	Maintain for haul. Stormproof, grass seed, clean culverts, and water bar. Retain as closed after haul.
3600856	0.63	1	NAT	Maintain for haul. Stormproof, grass seed, clean culverts, and water bar. Retain as closed after haul.
3600873	0.61	1	NAT	Stormproof, reconstruct water bars, and grass seed. Retain as closed after haul.
3600873	0.15	1	NAT	Stormproof, reconstruct water bars, and grass seed. Retain as closed after haul.
3600890	0.64	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3600905	1.39	2	NAT	Stormproof, grass seed, water bar, and remove perennial stream crossing culverts. Add large woody debris downstream of stream crossing.
3600905	0.27	2	NAT	Stormproof, grass seed, water bar, and remove perennial stream crossing culverts. Add large woody debris downstream of stream crossing.
3600907	0.03	1	NAT	Stormproof road, grass seed, and water bar. Retain as closed after haul.
3600918	0.41	1	NAT	Stormproof, grass seed, and reconstruct water bars. Retain as closed after haul.
3600924	0.52	1	NAT	Stormproof, grass seed, and reconstruct water bars. Retain as closed after haul.
3600930	0.71	2	NAT	Reshape drain dips and water bars. Clean and repair culverts.
3600941	0.63	1	NAT	Maintain for haul. Decommission road after haul.
3600967	0.16	1	NAT	Maintain for haul. Decommission road after haul.
3600976	0.80	2	NAT	Stormproof road, grass seed, and water bar.
3620000	1.79	2	IMP	Maintain for haul.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3620172	0.23	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3620413	0.98	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3620482	0.17	2	NAT	Maintain for haul.
3620484	0.70	2	NAT	Maintain for haul.
3620567	0.57	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640000	5.96	2	AGG	Maintain for haul.
3640064	0.54	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640130	0.40	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640220	0.05	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640275	0.20	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640667	4.53	2	NAT	Reconstruct road, clean culverts, and add drainage.
3640674	1.48	1	NAT	Maintain for haul. Clean 1 buried culvert. Stormproof and retain as closed after haul.
3640733	4.14	2	NAT	Maintain for haul. Clean ditch and culverts. Replace smaller culverts. Rock crossing.
3640835	0.10	1	NAT	Maintain for haul.
3640836	0.60	1	NAT	Heavy maintenance needed. Stormproof, grass seed, and water bars.
3640852	1.55	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640853	0.36	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640868	0.80	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640886	0.07	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640887	1.65	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640899	0.50	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640954	0.66	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640967	0.81	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3640993	0.35	1	NAT	Maintain for haul.
3640997	0.58	1	NAT	Maintain for haul.
3640997	0.71	1	AGG	Maintain for haul.
3645000	0.80	2	AGG	Maintain for haul. Rock 2 stream crossings

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3645000	3.10	2	IMP	Maintain for haul. Rock 2 stream crossings
3645000	0.50	2	NAT	Maintain for haul. Rock 2 stream crossings
3645000	5.06	2	IMP	Maintain for haul. Rock 2 stream crossings
3645158	0.42	2	NAT	Maintain for haul. Stormproof, grass seed, add water bars.
3645273	2.47	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3645290	0.89	1	NAT	Maintain for haul. Stormproof and add large wood downstream of stream crossing. Decommission after haul.
3645324	0.52	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3645457	0.69	2	NAT	Maintain for haul. Stormproof, grass seed, water bars, and reshape drainage dips.
3645601	0.80	2	IMP	Maintain for haul.
3645640	0.40	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3645652	1.61	2	NAT	Maintain for haul. Clean culverts. Add drain dips and water bars in erosion sections.
3645654	0.66	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3645720	1.05	1	NAT	Maintain for haul. Add drainage at spring in road. Rock stream crossing. Stormproof, grass seed, water bar, and remove culvert at perennial stream crossing. Retain as closed after haul.
3650000	7.41	2	NAT	Heavy maintenance needed. Additional spot rock needed where equipment is entering road in riparian treatments.
3650000	1.90	2	IMP	Heavy maintenance needed. Additional spot rock needed where equipment is entering road in riparian treatments.
3650000	0.29	2	AGG	Heavy maintenance needed. Additional spot rock needed where equipment is entering road in riparian treatments.
3650000	0.21	2	AGG	Heavy maintenance needed. Additional spot rock needed where equipment is entering road in riparian treatments.
3650025	2.06	2	NAT	Maintain for haul. Reshape water bars, drain dips, and clean culverts. Spot blade sections of rill/gulley on road.
3650030	0.32	2	NAT	Maintain for haul. Stormproof, grass seed, and add/reshape water bars.
3650062	0.88	2	NAT	Maintain for haul.
3650106	0.92	2	NAT	Maintain for haul. Reshape water bars.
3650107	1.05	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3650108	0.42	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650110	0.30	2	NAT	Maintain for haul.
3650122	0.51	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650123	2.67	2	NAT	Maintain for haul.
3650124	0.77	2	NAT	Maintain for haul.
3650125	0.45	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650127	0.30	2	NAT	Maintain for haul. Add large woody debris to stream downstream of road stream crossing. Stormproof, water bar, grass seed, and remove perennial stream crossing culvert. Retain as closed after haul.
3650127	1.24	1	NAT	Maintain for haul. Add large woody debris to stream downstream of road stream crossing. Stormproof, water bar, grass seed, and remove perennial stream crossing culvert. Retain as closed after haul.
3650141	0.28	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650142	0.25	2	NAT	Maintain for haul.
3650190	1.33	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Remove stream crossing culvert. Retain as closed after haul.
3650191	0.80	2	NAT	Maintain for haul. Reshape and clean ditch, water bars, drain dips, reshape road, add or reconstruct drainage dips, unbury and clean culverts, and spot rock.
3650191	6.60	2	NAT	Maintain for haul. Reshape and clean ditch, water bars, drain dips, reshape road, add or reconstruct drainage dips, unbury and clean culverts, and spot rock.
3650191	0.20	2	AGG	Maintain for haul. Reshape and clean ditch, water bars, drain dips, reshape road, add or reconstruct drainage dips, unbury and clean culverts, and spot rock.
3650191	0.30	2	AGG	Maintain for haul. Reshape and clean ditch, water bars, drain dips, reshape road, add or reconstruct drainage dips, unbury and clean culverts, and spot rock.
3650193	0.10	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650193	0.96	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650210	0.36	1	NAT	Maintain for haul.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3650211	2.54	2	NAT	Maintain for haul. Repair culverts and clean catch basin.
3650213	0.66	1	NAT	Maintain for haul.
3650226	6.51	2	NAT	Maintain for haul. Clean and repair culverts. Replace fish bearing buried culvert on Charlie Creek. Add drainage.
3650226	0.34	2	NAT	Maintain for haul. Clean and repair culverts. Replace fish bearing buried culvert on Charlie Creek. Add drainage.
3650226	1.60	2	NAT	Maintain for haul. Clean and repair culverts. Replace fish bearing buried culvert on Charlie Creek. Add drainage.
3650227	0.37	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3650228	0.61	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3650276	1.36	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650283	1.37	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650292	0.20	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650328	0.38	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650358	0.60	1	NAT	Maintain for haul. Reconstruct water bars and drainage dips and blade eroded sections. Stormproof, grass seed, and water bar.
3650358	0.20	2	NAT	Maintain for haul. Reconstruct water bars and drainage dips and blade eroded sections. Stormproof, grass seed, and water bar.
3650360	2.75	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Clean culverts, repair drainage structures (24-inch culverts damaging road prism), and add drainage.
3650360	1.19	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Clean culverts, repair drainage structures (24-inch culverts damaging road prism), and add drainage.
3650362	0.17	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650377	0.80	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Add drainage to springs in road prism.
3650394	2.91	2	NAT	Clean buried culverts and repair road prism around those. Add rock to category 2 stream-road crossing. Add rock to drain dips and wet sections of the road. Reconstruct water bars and drainage dips.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3650395	0.12	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Remove 2 18-inch culverts with grade sags after haul.
3650397	0.07	2	NAT	Maintain for haul.
3650411	0.83	1	NAT	
3650428	0.89	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Safety issue with 24-inch stream-road crossing and road prism washed out. Remove culverts when storm proofing.
3650428	1.41	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Safety issue with 24-inch stream-road crossing and road prism washed out. Remove culverts when storm proofing.
3650428	0.59	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Safety issue with 24-inch stream-road crossing and road prism washed out. Remove culverts when storm proofing.
3650429	0.30	1	NAT	Maintain for haul. Stormproof, grass seed, and add water bars. Retain as closed after haul.
3650430	0.56	2	NAT	Maintain for haul.
3650478	0.40	2	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650478	1.00	2	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3650478	3.58	2	IMP	Maintain for haul. Stormproof and retain as closed after haul.
3650478	3.30	2	AGG	Maintain for haul. Stormproof and retain as closed after haul.
3650479	0.37	2	NAT	Maintain for haul.
3650481	1.36	1	NAT	Maintain for haul. Add culvert and rock for category 1 stream-road crossing (or) add coarse and large woody downstream of culvert. Stormproof, grass seed, and add water bars. Retain as closed after haul.
3650482	0.17	1	NAT	Maintain for haul. Stormproof, grass seed, and add water bars. Retain as closed after haul.
3650483	0.59	1	NAT	Maintain for haul. Stormproof, grass seed, and add water bars. Retain as closed after haul.
3650492	1.15	2	NAT	Maintain for haul. Clean and repair culverts and repair road prism.
3650495	0.84	2	NAT	Maintain for haul.
3650580	2.91	2	NAT	Maintain for haul.
3650613	0.19	2	NAT	Maintain for haul.
3650625	1.66	2	NAT	Maintain for haul. Stormproof, grass seed, water bar road, and remove culverts.
3650631	0.11	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3650651	2.98	2	NAT	Maintain for haul. Add and reconstruct drain dips in eroded sections, and clean all culverts.
3650665	0.76	1	NAT	Maintain for haul.
3650682	2.32	2	NAT	Maintain for haul. Reshape water bars and clean culverts.
3650690	0.51	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650715	0.41	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650840	0.38	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3650845	0.28	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3650934	0.30	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3660000	2.80	2	IMP	Maintain for haul. Rock 2 perennial stream-road crossings.
3660000	2.40	2	NAT	Maintain for haul. Rock 2 perennial stream-road crossings.
3660000	0.35	2	AGG	Maintain for haul. Rock 2 perennial stream-road crossings.
3660018	0.38	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660019	0.19	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660041	0.18	2	NAT	Maintain for haul. Reconstruct and add drainage dips, water bars, and spot rock in wet spots.
3660120	0.23	2	NAT	Maintain for haul. Add drainage dips, water bars, and clean culverts.
3660125	0.12	2	NAT	Maintain for haul.
3660130	0.67	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3660151	0.54	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660178	1.06	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3660222	0.79	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660240	0.22	2	NAT	Maintain for haul. Stormproof, grass seed, and water bar.
3660268	0.13	2	NAT	Maintain for haul.
3660321	0.50	2	NAT	Maintain for haul. Add drainage features and water bars.
3660447	0.57	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660565	1.06	2	IMP	Maintain for haul. Clean culverts.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3660565	0.25	2	IMP	Maintain for haul. Clean culverts.
3660630	1.24	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Rock perennial stream-road crossing. Retain as closed after haul.
3660636	0.73	2	NAT	Maintain for haul. Clean culverts. Reshape road and spot rock wet spots.
3660664	1.73	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Clean culverts. Retain as closed after haul.
3660698	0.80	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3660698	0.80	1	IMP	Maintain for haul. Stormproof and retain as closed after haul.
3660822	0.55	1	NAT	Maintain for haul.
3660851	0.20	2	NAT	Maintain for haul.
3660852	0.26	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660853	0.65	1	IMP	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3660942	0.90	2	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3660956	1.85	2	NAT	Maintain for haul. Reshape drainage features.
3670000	3.98	2	AGG	Maintain for haul. Additional spot rock needed where equipment is entering road in riparian treatments.
3670000	2.50	2	AGG	Maintain for haul. Additional spot rock needed where equipment is entering road in riparian treatments.
3670344	0.83	2	NAT	Maintain for haul. Add and repair ditches, water bars, and drainage dips. Clean and repair culverts. Reshape road and rock wet spots.
3670344	1.87	2	NAT	Maintain for haul. Add and repair ditches, water bars, and drainage dips. Clean and repair culverts. Reshape road and rock wet spots.
3670347	0.43	1	NAT	Stormproof, grass seed, and water bar. Retain as closed after haul.
3670361	1.90	1	NAT	Rock perennial stream-road crossing. Clean, repair, and remove culverts; blade eroded sections; and reconstruct drainage dips and water bars. Retain as closed after haul.
3670361	0.83	1	NAT	Rock perennial stream-road crossing. Clean, repair, and remove culverts; blade eroded sections; and reconstruct drainage dips and water bars. Retain as closed after haul.
3670384	1.04	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.

Road number	Haul miles	Current maintenance level	Surface type	Road notes
3670633	1.82	2	NAT	Maintain for haul. Clean and repair culverts. Rock stream-road crossing.
3670633	0.59	1	NAT	Maintain for haul. Clean and repair culverts. Rock stream-road crossing.
3670650	3.25	1	NAT	Maintain for haul. Rock stream crossing. Stormproof, grass seed, water bar, and remove culverts. Retain as closed after haul.
3670650	0.26	1	NAT	Maintain for haul. Rock stream crossing. Stormproof, grass seed, water bar, and remove culverts. Retain as closed after haul.
3670653	0.49	1	NAT	Maintained for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3670684	1.00	1	NAT	Maintain for haul.
3670701	0.90	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3670702	0.15	1	NAT	Maintain for haul. Stormproof and retain as closed after haul.
3670803	1.49	1	NAT	Stormproof, grass seed, water bar, and remove culverts, including juvenile fish passage barrier culvert. Retain as closed after haul.
3670803	0.80	1	IMP	Stormproof, grass seed, water bar, and remove culverts, including juvenile fish passage barrier culvert. Retain as closed after haul.
3670968	1.00	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3670976	0.48	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3675000	5.22	2	AGG	Maintain for haul. Additional spot rock needed where equipment is entering road in riparian treatments.
3675481	0.56	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3675514	3.37	2	NAT	Maintain for haul. Rock 2 perennial stream crossings. Clean and repair culverts and reshape drainage dips.
3675515	1.03	1	NAT	Maintain for haul. Stormproof, grass seed, and water bar. Retain as closed after haul.
3675548	2.09	1	NAT	Maintain for haul. Road naturally grown in, stormproof and place slash on road after haul. Retain as closed after haul.
3675565	0.64	2	NAT	Maintain for haul. Clean culverts.

Proposed haul roads are subject to change through implementation. Any roads that are added to haul during implementation would only have work done as listed in the road maintenance / reconstruction description. Any work needed that is not listed in the description would be consulted on with Forest Service resource specialists. Roads not listed that are to be used would follow all project design criteria outlined in the decision document.

Appendix B – Complete List of Roads in the Camp Lick Planning Area

Table 8 contains a complete list of roads in the Camp Lick planning area.

Table 8. All Forest Service roads in the Camp Lick planning area

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
1800087	0.00	1.34	2	Retain as open.
1800091	0.00	0.65	1	Closed by Sulphur Creek ATM. Retain as closed.
1800124	0.00	0.40	1	Closed by Round Top ATM. Retain as closed.
1800127	0.00	0.26	1	Closed by Boggy NEPA decision. Retain as closed.
1800130	0.00	0.82	1	Closed by Round Top ATM. Retain as closed.
1800132	0.00	0.10	2	Retain as open.
1800134	0.00	0.05	1	Closed by Sulphur Creek ATM. Retain as closed.
1800170	0.00	0.36	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
1800225	1.40	1.62	1	Closed by Boggy NEPA decision. Retain as closed.
1800279	0.00	1.19	2	Retain as open.
1800300	0.00	0.07	1	Closed by Sulphur Creek ATM. Retain as closed.
1800301	0.00	0.83	1	Closed by Sulphur Creek ATM. Retain as closed. Stormproof and water bar and grass seed.
1800302	0.00	0.31	1	Closed by Sulphur Creek ATM. Retain as closed. Stormproof and water bar and grass seed.
1800312	0.00	0.32	2	Proposed for road closure.
1800313	0.00	0.30	2	Proposed for road closure.
1800338	0.00	0.10	1	Closed by Sulphur Creek ATM. Retain as closed.
1800339	0.00	0.20	2	Proposed for road closure. Stormproof and water bar and grass seed.
1800339	0.20	0.38	1	Closed by Sulphur Creek ATM. Retain as closed.
1800341	0.00	0.10	1	Closed by Sulphur Creek ATM. Retain as closed.
1800358	0.00	1.99	1	Closed by Round Top ATM. Retain as closed.
1800375	0.00	0.39	1	Closed by Round Top ATM. Retain as closed.
1800379	0.00	1.45	1	Closed by Sulphur Creek ATM. Retain as closed.
1800394	0.00	0.28	2	Retain as open.
1800394	0.28	0.45	1	Closed by Sulphur Creek ATM. Retain as closed.
1800398	0.00	1.08	1	Retain as closed.
1800499	0.00	1.20	2	Retain as open.
1800499	1.20	3.37	1	Closed by Sulphur Creek ATM. Retain as closed.
1800500	0.00	0.90	2	Proposed for road closure.
1800516	0.00	0.21	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
1800531	0.00	1.28	1	Closed by Boggy NEPA decision. Retain as closed.
1800533	0.00	1.69	2	Proposed for road closure. Stormproof and grass seed, add drainage dips and water bars.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
1800550	0.25	0.65	1	Closed by Sulphur Creek ATM. Retain as closed.
1800550	0.00	0.25	2	Retain as open.
1800637	0.00	0.37	1	Closed by Northside Middle Fork ATM. Retain as closed.
1800748	0.00	0.08	1	Closed by Sulphur Creek ATM. Retain as closed.
1800754	0.70	1.00	2	Retain as open.
1800754	0.00	0.70	2	Retain as open.
1800755	0.00	0.99	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
1800765	0.00	1.93	1	Closed by Sulphur Creek ATM. Retain as closed.
1800771	0.00	1.52	1	Closed by Boggy NEPA decision. Retain as closed.
1800772	0.00	0.23	1	Closed by Boggy NEPA decision. Retain as closed.
1800785	0.00	4.00	2	Retain as open.
1800799	0.00	1.71	1	Closed by Sulphur Creek ATM. Retain as closed.
1800833	0.00	0.50	1	Closed by Sulphur Creek ATM. Retain as closed.
1800850	0.00	0.10	1	Closed by Sulphur Creek ATM. Retain as closed.
1800867	0.00	0.45	1	Closed by Sulphur Creek ATM. Retain as closed.
1800901	0.00	1.00	1	Closed by Hay NEPA decision. Retain as closed.
2045000	7.80	10.23	2	Retain entire road as open. Part of minimum road system (MRS).
2045070	0.00	0.69	1	Closed by Lance NEPA decision. Retain as closed.
2045309	0.00	0.12	2	Retain as open.
2045310	2.70	3.36	2	Retain as open.
2045310	3.36	6.04	2	Retain as open.
2045311	0.00	0.62	1	Closed by Lance NEPA decision. Retain as closed.
2045323	0.00	1.63	1	Closed by Lance NEPA decision. Retain as closed.
2045324	0.00	0.47	1	Closed by Lance NEPA decision. Retain as closed.
2045328	0.00	0.10	1	Closed by Lance NEPA decision. Retain as closed.
2045372	0.00	2.65	1	Closed by Lance NEPA decision. Retain as closed.
2045482	0.60	0.88	2	Retain as open.
2045493	0.00	0.10	2	Retain as open.
2045871	0.00	0.18	1	Validate administrative closure under Camp Lick NEPA decision. Retain as closed.
2045888	0.00	3.18	2	Retain as open.
2045897	0.00	0.51	1	Closed by Lance NEPA decision. Retain as closed.
3600000	10.6	20.52	3	Retain entire road as open. Part of minimum road system (MRS).
3600000	20.5	26.30	3	Retain entire road as open. Part of minimum road system (MRS).
3600000	26.3	26.84	3	Retain entire road as open. Part of minimum road system (MRS).
3600046	0.00	1.00	1	Closed by Sulphur Creek ATM. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3600047	0.00	0.10	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600060	0.00	0.20	2	Retain as open.
3600060	0.20	1.20	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600085	0.00	0.06	1	Closed by Sulphur Creek ATM. Retain as closed.
3600104	0.00	0.40	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600105	0.00	0.11	2	Proposed for road closure.
3600106	0.00	0.10	2	Proposed for road closure.
3600107	0.00	0.16	2	Retain as open.
3600138	0.00	2.87	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600139	0.00	0.19	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600140	0.00	0.89	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600141	0.00	0.13	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600142	0.00	1.05	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600143	0.00	0.13	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600145	0.00	0.22	2	Proposed for road decommissioning.
3600146	0.00	0.45	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600148	0.00	0.21	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600155	0.00	0.70	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600172	0.00	1.92	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600189	0.00	0.93	1	Proposed for road decommissioning. Fell large woody debris downstream of stream crossing culvert receiving haul.
3600208	0.00	0.15	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600209	0.00	0.98	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600210	0.00	0.05	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600211	0.00	0.11	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600239	0.00	0.38	2	Proposed for road closure.
3600268	0.00	0.70	1	Closed by Sulphur Creek ATM. Retain as closed. Stormproof and remove stream crossing culvert. Add water bars.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3600269	0.00	0.40	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600395	0.00	0.34	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600396	0.00	0.24	2	Proposed for road decommissioning.
3600421	0.00	0.51	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600448	0.00	1.10	1	Closed by Lance NEPA decision. Retain as closed.
3600449	0.00	1.12	1	Closed by Lance NEPA decision. Retain as closed.
3600461	0.00	0.57	1	Closed by Jungle NEPA decision. Retain as closed.
3600505	0.00	0.09	2	Retain as open.
3600506	0.00	0.19	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3600517	0.00	3.08	2	Retain as open.
3600526	0.00	0.21	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600534	0.00	1.25	2	Proposed for road closure.
3600546	0.00	0.34	1	Retain as closed
3600551	0.00	2.08	2	Retain as open.
3600551	2.08	2.95	2	Retain as open.
3600552	0.00	0.56	2	Retain as open.
3600553	0.00	0.51	2	Retain as open.
3600559	0.00	0.10	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3600568	0.00	0.78	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3600584	0.00	2.92	1	Closed by Sulphur Creek ATM. Retain as closed.
3600585	0.00	1.49	2	Retain as open. Add water bars or drain dips. Blade rills/gulley.
3600602	0.00	0.47	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3600617	0.00	0.24	2	Proposed for road decommissioning.
3600619	0.00	0.13	2	Proposed for road decommissioning.
3600685	0.00	0.57	1	Closed by Sulphur Creek ATM. Retain as closed.
3600686	0.00	1.26	2	Retain as open.
3600686	4.61	5.40	2	Proposed for road closure.
3600686	1.26	4.61	1	Closed by Sulphur Creek ATM. Retain as closed.
3600686	5.40	5.90	2	Proposed for road closure.
3600703	0.00	3.82	1	Closed by Sulphur Creek ATM. Proposed for Re-opening.
3600756	0.00	1.21	1	Closed by Bear Wallow NEPA decision. Retain as closed.
3600789	0.00	0.76	1	Proposed for road decommissioning under the Aquatic Restoration Decision.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3600823	0.00	1.31	1	Closed by Bear Wallow NEPA decision. Retain as closed.
3600840	0.00	0.43	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600856	0.00	0.73	2	Proposed for road closure.
3600856	0.73	4.24	1	Closed by Jungle NEPA decision. Retain as closed.
3600873	0.00	1.23	1	Closed by Jungle NEPA decision. Retain as closed.
3600890	0.00	1.57	1	Closed by Jungle NEPA decision. Retain as closed.
3600905	0.00	1.66	2	Proposed for road closure.
3600907	0.00	0.84	1	Closed by Jungle NEPA decision. Retain as closed.
3600918	0.00	0.86	1	Closed by Northside Middle Fork ATM. Retain as closed.
3600924	0.00	0.52	1	Closed by Jungle NEPA decision. Retain as closed.
3600930	0.00	0.71	2	Retain as open.
3600941	0.00	0.63	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600967	0.00	0.17	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3600970	0.00	0.16	1	Closed by Sulphur Creek ATM. Retain as closed. Stormproof, construct few water bars, overgrown.
3600972	0.00	0.10	1	Closed by Sulphur Creek ATM. Retain as closed. Stormproof road.
3600976	0.00	0.80	2	Proposed for road closure.
3620000	3.17	4.96	2	Retain entire road as open. Part of minimum road system (MRS).
3620172	0.00	0.23	1	Closed by Sulphur Creek ATM. Retain as closed.
3620413	0.00	0.98	1	Closed by Sulphur Creek ATM. Retain as closed.
3620482	0.00	0.18	2	Proposed for road closure.
3620484	0.00	0.70	2	Proposed for road closure.
3620566	0.00	0.26	1	Closed by Sulphur Creek ATM. Retain as closed.
3620567	0.00	0.73	1	Closed by Sulphur Creek ATM. Retain as closed.
3640000	0.00	7.36	2	Retain entire road as open. Part of minimum road system (MRS)
3640064	0.00	0.55	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3640067	0.00	0.20	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3640130	0.00	0.40	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3640203	0.00	1.32	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640205	0.00	0.27	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640220	0.00	0.05	1	Closed by Northside Middle Fork ATM. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3640237	0.00	1.50	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640240	0.00	0.30	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640243	0.00	0.20	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3640245	0.00	0.30	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3640247	0.00	0.20	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3640249	0.00	0.43	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640275	0.00	0.20	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640276	0.00	0.21	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3640461	0.00	0.09	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3640667	0.00	4.53	2	Retain as open.
3640669	0.00	0.24	2	Retain as open.
3640674	0.00	1.48	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640733	0.00	4.14	2	Retain as open.
3640835	0.00	0.10	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640836	0.00	0.60	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640852	0.00	1.55	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640853	0.00	0.36	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640868	0.00	0.80	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640886	0.00	0.07	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640887	0.00	1.65	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640899	0.00	0.50	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640920	0.00	0.43	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640954	0.00	0.66	1	Closed by Northside Middle Fork ATM. Retain as closed.
3640961	0.00	3.70	2	Retain as open.
3640967	0.00	0.81	1	Closed by Twin Bench NEPA decision. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3640975	0.00	0.18	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640976	0.00	0.30	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640993	0.00	0.79	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640995	0.00	0.91	1	Closed by Twin Bench NEPA decision. Retain as closed. Stormproof and add drainage and rock to road in erosion sections.
3640996	0.20	0.72	1	Closed by Twin Bench NEPA decision. Retain as closed.
3640997	0.80	1.38	1	Closed by Twin Bench NEPA decision. Retain as closed. Clean culverts and reconstruct drain dips on aggregate surface. Native surface section of road is fine.
3640997	0.00	0.80	1	Closed by Twin Bench NEPA decision. Retain as closed. Clean culverts and reconstruct drain dips on aggregate surface. Native surface section of road is fine.
3645000	3.60	4.40	2	Retain entire road as open. Part of minimum road system (MRS).
3645000	3.10	3.60	2	Retain entire road as open. Part of minimum road system (MRS).
3645000	0.00	3.10	2	Retain entire road as open. Part of minimum road system (MRS).
3645000	4.40	9.46	2	Retain entire road as open. Part of minimum road system (MRS).
3645081	0.00	0.87	1	Closed by Sulphur Creek ATM. Retain as closed.
3645157	0.00	0.57	1	Closed by Sulphur Creek ATM. Retain as closed.
3645158	0.00	0.42	2	Proposed for road closure.
3645273	0.00	2.47	1	Closed by Sulphur Creek ATM. Retain as closed.
3645274	0.00	0.06	1	Closed by Sulphur Creek ATM. Retain as closed.
3645290	0.00	0.89	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3645324	0.00	0.52	1	Closed by Sulphur Creek ATM. Retain as closed.
3645457	0.00	0.69	2	Proposed for road closure.
3645459	0.00	0.25	1	Closed by Sulphur Creek ATM. Retain as closed.
3645601	0.00	1.05	2	Retain as open.
3645618	0.00	0.27	2	Proposed for road closure.
3645635	0.00	0.04	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3645640	0.00	0.40	1	Closed by Sulphur Creek ATM. Retain as closed.
3645652	1.10	2.71	2	Retain as open.
3645652	0.00	1.10	2	Retain as open.
3645654	0.00	0.66	1	Closed by Sulphur Creek ATM. Retain as closed.
3645659	0.00	0.14	1	Closed by Sulphur Creek ATM. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3645669	0.00	0.53	1	Closed by Sulphur Creek ATM. Retain as closed.
3645670	0.00	0.25	1	Closed by Sulphur Creek ATM. Retain as closed.
3645671	0.00	0.34	1	Closed by Sulphur Creek ATM. Retain as closed.
3645720	0.00	1.05	1	Closed by Sulphur Creek ATM. Retain as closed.
3645788	0.00	0.08	1	Closed by Sulphur Creek ATM. Retain as closed.
3650000	9.60	9.82	2	Retain entire road as open. Part of minimum road system (MRS).
3650000	7.70	9.60	2	Retain entire road as open. Part of minimum road system (MRS).
3650000	0.29	7.70	2	Retain entire road as open. Part of minimum road system (MRS).
3650000	0.00	0.29	2	Retain entire road as open. Part of minimum road system (MRS).
3650025	0.00	2.06	2	Retain as open.
3650026	0.00	0.23	2	Proposed for Road closure.
3650027	0.00	0.12	2	Proposed for Road closure.
3650030	0.00	0.32	2	Proposed for Road closure.
3650062	0.00	0.88	2	Retain as open.
3650085	0.00	0.10	2	Retain as open.
3650105	0.00	0.18	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650106	0.00	0.93	2	Retain as open.
3650107	0.00	1.05	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650108	0.00	0.42	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650109	0.00	0.46	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650110	0.00	0.30	2	Proposed for road closure.
3650122	0.00	0.51	2	Proposed for road closure.
3650123	0.00	2.68	2	Retain as open.
3650124	0.00	0.77	2	Proposed for road closure.
3650125	0.00	0.45	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650126	0.00	0.10	2	Retain as open.
3650127	0.00	0.30	2	Proposed for road closure.
3650127	0.30	1.54	1	Retain as closed.
3650130	0.00	1.63	2	Retain as open.
3650141	0.00	0.28	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650142	0.00	0.25	2	Proposed for road closure.
3650166	0.00	0.22	2	Proposed for road closure.
3650175	0.00	0.03	1	Closed by Twin Bench NEPA decision. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3650189	0.00	0.37	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650190	0.00	1.33	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650191	0.00	7.90	2	Retain as open.
3650193	0.00	1.06	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650195	0.00	0.88	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650198	0.00	0.22	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650210	0.15	0.51	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650210	0.00	0.15	2	Proposed for road closure.
3650211	0.00	2.54	2	Retain as open.
3650212	0.00	0.70	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650213	0.00	0.66	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650225	0.00	0.27	2	Proposed for road decommissioning.
3650226	0.00	8.45	2	Retain as open.
3650227	0.00	0.38	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650228	0.00	0.61	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650229	0.00	0.20	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650229	0.20	0.41	2	Proposed for road decommissioning.
3650244	0.00	0.43	1	Closed by Twin Bench NEPA decision. Retain as closed.
3650276	0.00	1.36	1	Closed by Arch TS. Retain as closed.
3650282	0.00	0.06	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650283	0.00	1.37	1	Closed by Arch TS. Retain as closed.
3650284	0.00	0.10	1	Closed by Arch TS. Retain as closed.
3650292	0.00	0.20	2	Proposed for road decommissioning.
3650309	0.00	0.33	1	Retain as closed.
3650326	0.00	0.45	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650328	0.00	0.38	2	Proposed for road closure.
3650358	0.20	0.80	1	Retain as closed.
3650358	0.00	0.20	2	Proposed for road closure.
3650359	0.00	0.16	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650360	0.00	3.94	2	Proposed for road closure.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3650361	0.00	0.16	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650362	0.00	0.17	2	Proposed for road closure.
3650377	0.00	0.80	2	Proposed for road closure.
3650394	0.00	2.92	2	Retain as open.
3650395	0.00	0.12	2	Proposed for road closure.
3650396	0.00	0.31	2	Proposed for road closure. Remove 2 18-inch culverts with grade sags after haul.
3650397	0.00	0.39	2	Proposed for road decommissioning.
3650411	0.00	1.10	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650412	0.00	0.26	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650428	0.00	2.00	2	Proposed for road closure.
3650428	2.00	2.89	1	Retain as closed.
3650429	0.00	0.30	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650430	0.00	0.56	2	Proposed for road closure.
3650442	0.00	0.18	2	Retain as open.
3650477	0.00	0.33	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650478	0.00	4.70	2	Retain as open.
3650478	4.70	8.28	1	Retain as closed.
3650479	0.00	0.37	2	Retain as open. Add water bars or drainage dips.
3650481	0.00	1.37	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650482	0.00	0.17	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650483	0.00	0.59	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650484	0.00	0.14	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650489	0.00	0.19	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650492	0.00	1.15	2	Retain as open.
3650495	0.00	0.85	2	Retain as open.
3650529	0.00	0.26	2	Retain as open.
3650580	0.00	2.91	2	Retain as open.
3650613	0.00	0.19	2	Retain as open.
3650625	0.00	1.67	2	Proposed for road closure.
3650631	0.00	0.11	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3650651	0.00	2.98	2	Retain as open.
3650665	0.00	0.76	1	Proposed for road decommissioning under the Aquatic Restoration Decision.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3650682	0.00	2.32	2	Retain as open.
3650690	0.00	0.52	2	Proposed for road closure.
3650699	0.00	0.38	2	Proposed for road decommissioning.
3650700	0.00	0.06	2	Proposed for road closure.
3650709	0.00	0.37	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650710	0.00	0.22	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650712	0.00	0.33	2	Proposed for road decommissioning.
3650713	0.00	0.59	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650715	0.00	0.41	2	Proposed for road closure.
3650716	0.00	0.09	2	Proposed for road decommissioning.
3650840	0.00	0.38	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3650845	0.00	0.28	2	Proposed for road closure.
3650934	0.00	0.30	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3660000	2.80	5.20	2	Retain entire road as open. Part of minimum road system (MRS).
3660000	0.00	2.80	2	Retain entire road as open. Part of minimum road system (MRS).
3660000	5.20	6.87	2	Retain entire road as open. Part of minimum road system (MRS).
3660018	0.00	0.38	1	Closed by Boggy NEPA decision. Retain as closed.
3660019	0.00	0.19	1	Closed by Boggy NEPA decision. Retain as closed.
3660020	0.00	0.36	2	Proposed for road closure.
3660041	0.00	0.37	2	Retain as open.
3660042	0.00	0.30	2	Proposed for road closure.
3660079	0.00	0.41	2	Retain as open. Reconstruct and add water bars, drainage dips and spot rock wet spots.
3660118	0.00	0.07	1	Closed by Slide/Slip ATM. Retain as closed.
3660120	0.00	0.64	2	Retain as open.
3660125	0.00	0.12	2	Retain as open.
3660130	0.00	0.67	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3660131	0.00	0.07	2	Retain as open.
3660151	0.00	0.54	1	Closed by Sulphur Creek ATM. Retain as closed.
3660153	0.00	0.34	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3660178	0.00	1.06	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3660222	0.00	0.79	1	Closed by Sulphur Creek ATM. Retain as closed.
3660240	0.00	0.23	2	Proposed for road closure.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3660268	0.00	0.13	2	Retain as open.
3660321	0.00	0.50	2	Retain as open.
3660447	0.00	0.57	1	Closed by Sulphur Creek ATM. Retain as closed.
3660448	0.00	0.16	1	Closed by Sulphur Creek ATM. Retain as closed.
3660449	0.00	0.38	1	Closed by Sulphur Creek ATM. Retain as closed.
3660450	0.00	0.39	2	Retain as open.
3660565	0.00	1.84	2	Proposed for road closure. (MP 0.53-1.84) Proposed for decommissioning (MP 0.0-0.53)
3660630	0.00	1.24	1	Closed by Sulphur Creek ATM. Retain as closed.
3660636	0.00	1.50	2	Retain as open.
3660664	0.00	1.73	1	Closed by Sulphur Creek ATM. Retain as closed.
3660698	0.00	1.60	1	Closed by Sulphur Creek ATM. Retain as closed.
3660822	0.00	0.55	1	Closed by Boggy NEPA decision. Retain as closed.
3660824	0.00	0.38	1	Closed by Boggy NEPA decision. Retain as closed.
3660851	0.00	0.20	2	Proposed for road closure.
3660852	0.00	0.26	1	Closed by Sulphur Creek ATM. Retain as closed.
3660853	0.00	1.45	1	Closed by Boggy NEPA decision. Retain as closed.
3660942	0.00	3.20	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3660956	0.00	1.86	2	Retain as open.
3660957	0.00	0.23	1	Closed by Boggy NEPA decision. Retain as closed.
3670000	0.00	2.50	2	Retain entire road as open. Part of minimum road system (MRS).
3670000	2.50	10.32	2	Retain entire road as open. Part of minimum road system (MRS).
3670105	0.00	0.50	2	Retain as open.
3670197	0.00	3.70	2	Retain as open.
3670331	0.00	0.20	1	Closed by Lance NEPA decision. Retain as closed.
3670344	0.00	4.90	2	Retain as open.
3670347	0.00	0.48	1	Validate administrative closure under Camp Lick decision. Retain as closed.
3670361	0.00	4.53	1	Closed by Lance NEPA decision. Retain as closed.
3670384	0.00	1.15	1	Closed by Lance NEPA decision. Retain as closed.
3670400	0.00	0.14	1	Closed by Lance NEPA decision. Retain as closed.
3670402	0.00	2.88	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670620	0.00	0.28	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670633	1.82	2.41	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670633	0.00	1.82	2	Retain as open.
3670634	0.00	0.55	1	Closed by Twin Bench NEPA decision. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3670650	0.00	4.70	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670651	0.00	0.33	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670652	0.00	0.47	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670653	0.00	0.49	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670684	0.00	1.00	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670701	0.00	2.25	1	Closed by Lance NEPA decision. Retain as closed.
3670702	0.00	0.15	1	Proposed for road decommissioning under the Aquatic Restoration Decision.
3670803	0.00	2.29	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670968	0.00	1.00	1	Closed by Twin Bench NEPA decision. Retain as closed.
3670976	0.00	0.80	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675000	0.00	5.22	2	Retain entire road as open. Part of minimum road system (MRS).
3675163	0.00	3.56	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675462	0.00	1.16	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675465	0.00	0.51	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675466	0.00	0.13	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675481	0.00	0.99	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675514	0.00	3.37	2	Retain as open.
3675515	0.00	1.03	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675532	0.00	0.65	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675534	0.00	0.27	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675536	0.00	0.17	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675548	0.00	2.09	1	Closed by Twin Bench NEPA decision. Retain as closed.
3675565	0.00	0.65	2	Retain as open.
3690000	0.00	3.66	2	Retain entire road as open. Part of minimum road system (MRS).
3690238	0.00	1.44	1	Validate administrative closure under Camp Lick decision. Retain as closed.

Forest Service road #	Beginning mile post	Ending mile post	Current maintenance level	Comments
3690995	0.00	0.66	1	
3660450-Y	0.00	0.09	1	Validate administrative closure under Camp Lick decision. Retain as closed.

*Current maintenance level refers to the Roads Infrastructure Application (INFRA) database before the project started. Current maintenance level may not mean what is actually on the ground.